

**Illinois Commerce Commission**  
**Pipeline Safety**  
**Pipeline Safety Report**

<b>Operator: AMEREN ILLINOIS COMPANY</b>	<b>Operator ID#: 32513</b>
<b>Exit Meeting Contact: John Sigler</b>	<b>Total Man Days: 3</b>
<b>Pipeline Safety Representative(s): Kevin Hecker</b>	
<b>Company Representative to Receive Report: Michael Fuller</b>	<b><u>Emailed Date:</u></b>
<b>Company Representative's Email Address: mfuller2@ameren.com</b>	05/29/2014

**Inspection Summary**

<b>Inspection Type</b>	<b>Location</b>	<b>ICC Analyst</b>	<b>Inspection Unit(s)</b>	<b>Man Day(s)</b>	<b>Inspection Date(s)</b>	<b>Contact(s)</b>
Standard Inspection - Field Audit	Springfield	Kevin Hecker	Springfield	3	4/28/2014, 4/29/2014, 4/30/2014	John Sigler

**Statement of Activities**

On April 28-30, 2014, Staff observed a leak survey being conducted by Ameren Illinois. The purpose of this audit was to determine compliance with applicable IL Adm. Codes and the Code of Federal Regulations adopted via IL Adm. Part 590.

Ameren contracted with Premier to conduct the survey of the transmission line that operates between the Springfield take point at Bruns Lane and North Grand Avenue in Springfield to the Lincoln storage field in Lincoln, IL. During a comprehensive field audit in 2013, it was discovered that Ameren had outdated line markers on at least part of this pipeline, and there were heavily wooded areas along Veterans Parkway that were not cleared sufficiently to maintain "line of sight" with line markers. It was requested at that time for ICC staff to accompany the crew on the next leak survey to gain an understanding of how such surveys are conducted. Staff paid particular attention to the line markers and vegetation clearing for this line.

On April 28, the survey began at the Springfield take point and continued along Bruns Lane north. Staff walked with one surveyor while the other one drove to a point further up the pipeline. The team was able to "leapfrog" the pipeline by having the first surveyor walk to the location where the 2nd surveyor started, drive to another point along the pipeline, and so on. Staff reviewed Ameren Illinois' maps provided to the surveyors and the scale, accuracy and detail of these maps came into question. During a segment of pipeline along Bruns Lane, the surveyor was asked how he knew exactly where the pipeline crossed the road. The surveyor explained that he was quite familiar with the line and had also spotted some old locating marks in paint on the sidewalk and roadway. Staff walked back and confirmed that there were, in fact, painted locate marks on the pavement. In more rural sections of the pipeline survey, however, the surveyors relied almost exclusively on "line of sight" between the line markers. In a section of plowed field north of Veterans Parkway and behind Val-E-Vue subdivision, there was a substantial rise in the middle of the field, so the marker on the other side couldn't be seen until nearly 1/2 way through the field. A similar situation arose on April 29 while surveying a section of plowed field along Highway 124 between Andrew Road and Holten Road. There was an aerial marker close to the Highway and surveyors knew the line crossed the plowed field, however, the next marker could not be seen until 2/3 way across the field due to a substantially high rise toward the middle of the field.

On April 30, as a means to verify the path the surveyors walked was over the transmission pipeline, Staff requested that the line be located. This demonstrated that the path the surveyors walked during the survey strayed significantly from the actual location of the pipeline. (See attached photos.) In the plowed area along Highway 124, a large radius was completely missed because the vector of the survey was a straight path versus the wide arc the pipeline actually takes out into the field from the aerial marker. In the plowed field behind Val-E-Vue subdivision, the survey was nearly 30 feet off in some locations. It was also discovered that some of the markers weren't directly over the pipeline.

Staff concluded that the mapping of these lines lacks sufficient detail. Recommendations were made for the maps to include such detail as distances from the edge of the road, approximate radii of field bends, distances to landmarks, such as streams, tree lines, etc. It was also suggested that locating the pipeline prior to surveys being conducted would greatly improve the quality

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of the survey; especially in plowed fields where closely spaced line markers are not practical due to farming activity. Improvements are currently being made to Ameren's mapping system. Staff will review how these improvements affect the survey mapping during future leak survey audits.

#### **INSPECTION FINDINGS**

##### **Standard Inspection - Field Audit**

###### **Issues(s) Found:**

**[192.706]** - During the leak survey of Ameren's transmission line on April 28-30, 2014, staff walked with the surveyors from the Springfield take point approximately where the line turns north toward Ameren's Lincoln Storage facility. On April 30, Staff requested that the line be located in 2 sections of plowed field to compare the path of the surveyors to the actual location of the pipeline. In the first instance along Highway 124, the walked survey was approximately 5-6 feet from the actual line. In the second instance in a plowed field near Val-E-Vue subdivision, the deviation was approximately 30 feet.

###### **Notice Of Amendment(s) Found:**

**[NO NOAS FOUND]**

###### **Notice Of Violation(s) Found:**

**[NO NOPVS FOUND]**

#### **PAST INSPECTION FINDINGS**

###### **Issue(s) Corrected:**

**[NO ISSUES CORRECTED]**

###### **Notice Of Amendment(s) Corrected:**

**[NO NOAS CORRECTED]**

###### **Notice of Violations(s) Corrected:**

**[NO NOPVS CORRECTED]**